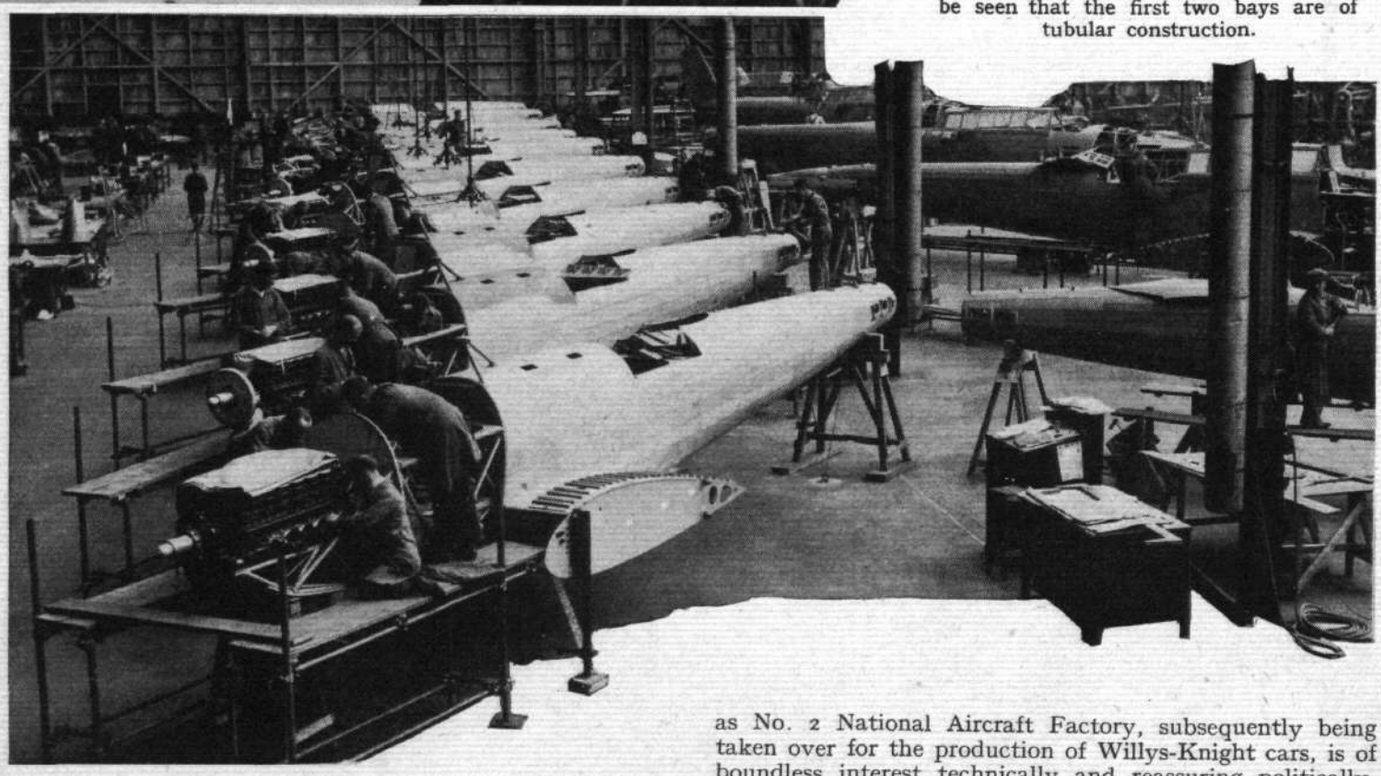
The main erecting shop at the Stockport works. Note the "crash pylons" on the forward portion of the monocoque structures.



The completed Battle fuselages in this view have received their Merlins. It will be seen that the first two bays are of tubular construction.

bearing skin composed of comparatively small duralumin panels. The low cantilever wing is filleted to the slim fuselage, and carries the split trailing-edge flaps and rearwardly retracting Lockheed undercarriage, which is hydraulically operated by a pump driven by the engine. A hand pump is included as a stand-by, while, in addition, means of manual operation are provided.

A tour of the new Stockport factory, which is situated on the Manchester City boundary and was built in 1917 as No. 2 National Aircraft Factory, subsequently being taken over for the production of Willys-Knight cars, is of boundless interest technically and reassuring politically. The majority of the workpeople have been drawn from surrounding districts. The factory is under the direction of Major T. M. Barlow, a director of the Fairey Company, whose chief assistants are Mr. S. G. Custance, production manager, Mr. R. McNeillie, production engineer, Mr. F. Ordidge, design and technical officer, and Mr. S. Hewitt, head of the secretarial department.

Space does not permit a detailed description of the works, the inspection of which entails a walk of between two and three miles, but one was particularly impressed by the comprehensive jigging system and the obvious ease with